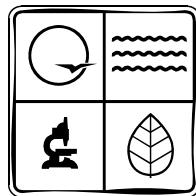


Missouri
State Fleet Efficiency
and
Alternative Fuel Program

Annual Report
Fiscal Year 2006



Missouri Department of Natural Resources
Energy Center

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DEPARTMENT OF NATURAL RESOURCES

**Missouri
State Fleet Efficiency
and
Alternative Fuels Program
Fiscal Year 2006**

The Fuel Conservation for State Vehicles statute, Sections 414.400 - 414.417 RSMo, and the federal Energy Policy Act establish opportunities for Missouri state agencies to manage transportation fuel consumption and promote the use of clean domestic alternative fuels.

All state agencies are obligated to report their progress annually to the Missouri Department of Natural Resources' Energy Center for the development of this annual report.

We are pleased to submit for your consideration this report on state fleet efficiency and alternative fuels use.

Sincerely,

ENERGY CENTER

A handwritten signature in black ink that reads "Anita C. Randolph".

Anita C. Randolph
Director

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Executive Summary

Missouri's General Assembly passed Sections 414.400 - 414.417, RSMo, in 1991 to set standards for economically and environmentally responsible state fleet management. The Missouri statute seeks to increase the average fuel efficiency of the state fleet and increase the use of cleaner alternative transportation fuels in state vehicles. Missouri statutes, Section 414.406, require that the annual state fleet report include annual fuel consumption, number of vehicles, vehicle miles traveled, average fleet fuel economy, estimated cost savings and the state's use of alternative fuels. A copy of the Missouri statute can be found in Appendix A, and state fleet data submitted to the Department of Natural Resources by the reporting agencies can be found in Appendix B. This report covers fiscal year 2006.

Missouri state agencies comply annually with statutory reporting requirements by providing the Missouri Department of Natural Resources' Energy Center with vehicle operating data on their respective fleets. Along with many other breakouts, agencies provide vehicle operating data on the number of state-owned vehicles operated throughout the reporting period. All state agencies are required to comply with the statute and are subject to one or both of the fleet efficiency and alternative fuel requirements. The statute covers light-duty vehicles, defined as those under 8,500 pounds gross vehicle weight rating (GVWR). Of the operated vehicles, agencies reported that 3,605 vehicles were eligible to meet the vehicle fuel efficiency and alternative fuel requirements as described in state statutes, and another 8,808 vehicles were reported as exempt from meeting those requirements. (Missouri statute allows for the exemption of vehicles based on vehicle type and use.) Altogether, state agencies operated a total of 12,413 vehicles.

While operating the 3,605 vehicles eligible to meet the statutory requirements, agencies reported logging a total of 39,013,029 miles. As a refueling requirement to travel this many miles, agencies also reported using 1,762,735 gallons of gasoline; 11,358 gallons of diesel fuel; 289,155 gallons of 85 percent ethanol (E-85), exempt E-85 vehicle usage included; 6,231 gallons of propane and 49,248 cubic feet of compressed natural gas (CNG). Compared to last year, 461,577 fewer miles were logged, down 1 percent. Gasoline usage decreased by 134,975 gallons, down 7 percent; diesel fuel usage decreased by 5,423 gallons, down 32 percent; E-85 usage increased by 25,929 gallons, up 21 percent; propane usage decreased by 782 gallons and CNG usage decreased by 18,946 gallons.

State agencies also reported refueling state vehicles with biodiesel. Although biodiesel is normally used to refuel vehicles designated as exempt under the statute, the U.S. Department of Energy defines biodiesel blended at levels of 20 percent or greater as an alternative fuel. For reporting purposes, biodiesel used at the 20 percent or greater blend levels are sometimes combined, converted and shown throughout this report at the 100 percent blend level. When converted to the 100 percent blend level, state diesel vehicles were refueled with 597,445 gallons of biodiesel throughout the reporting period. This amounts to 2,987,225 gallons of biodiesel blended at the 20 percent level.

Vehicle fuel efficiency standards described in Section 414.400, RSMo, require that agency fleets purchase new vehicles that meet or exceed standards set by the U.S. Environmental Protection

Agency (EPA). Therefore, new vehicles purchased by state agencies are to meet or exceed the corporate average fuel efficiency (CAFE) standards of 27.5 miles per gallon (mpg) for passenger cars and 20.7 mpg for light-duty trucks. During the 2006 fiscal year, the overall average fuel efficiency of new vehicle acquisitions reported by agency fleets was 35.2 mpg for passenger cars and 27.5 mpg for light-duty trucks. The CAFE numeric system awards additional credit to alternative fuel vehicles. This boost can significantly increase the CAFE rating of alternative fuel vehicles and accounts for the high overall efficiencies of new vehicle acquisitions.

Alternative fuel standards described in Section 414.410, RSMo, require that agency fleets purchase new vehicles that are capable of being refueled with an alternative fuel. During the biennial period of fiscal years 2005 and 2006, 50 percent of all new vehicle acquisitions by agency fleets are to be vehicles capable of being refueled with an alternative fuel. Of the 34 reporting state entities, 14 entities met or exceeded the standard. Another 4 entities did not meet the standard, and 16 entities weren't required to comply because they either did not purchase any new vehicles or they operated 15 or fewer eligible vehicles. Section 414.400, RSMo, also requires that at least 30 percent of all fuel used in eligible, state-owned alternative fuel vehicles (AFVs) be the designated alternative fuel. During the 2006 fiscal year, 18 percent of all fuel used in eligible, state-owned AFVs was the designated alternative fuel. However, the statute provides for state agencies to take credit towards meeting their 30 percent goal by reporting the alternative fuel used in exempt vehicles. When the biodiesel used to refuel exempt diesel vehicles and the other fuels used in exempt AFVs are included in the calculation, the percent of alternative fuel that can be accredited as used in AFVs rises from 18 percent to 47 percent.

The Department of Natural Resources' Energy Center staff has worked throughout the reporting period to promote the continued and increased use of alternative fuels and has provided technical and programmatic assistance to state agencies. The Energy Center hosted rideshare/alternative fuel displays at state agency locations in Jefferson City to encourage state employees to use alternative fuels. In addition, the Energy Center has designed alternative fuel signs for state agencies to place at their respective fleet lots. These signs remind state employees to refuel with the appropriate alternative fuel in AFVs whenever possible. E-85 magnets, static window stickers and fuel door stickers are available from the Energy Center. Colored labels for vehicle packets are also available from the Energy Center to identify AFVs and provide local directions to refueling facilities.

Introduction

Missouri's General Assembly passed Sections 414.400 - 414.417, RSMo, in 1991 to set standards for economically and environmentally responsible state fleet management. The Missouri statute seeks to increase the average fuel efficiency of the state fleet and increase the use of cleaner alternative transportation fuels in state vehicles. Chapter 414 of the Missouri Revised Statutes can be found in Appendix A of this report.

All state agencies are required to comply with the statute and are subject to one or both of the fleet efficiency and alternative fuel requirements. The statute covers light-duty vehicles, defined as those under 8,500 pounds gross vehicle weight rating (GVWR). The Department of Natural Resources is required to prepare an annual report on the Fuel Conservation for State Vehicles Program. The department has statutory authority to waive alternative fuel vehicle target acquisitions and the required percentage of alternative fuel use for good cause. The Office of Administration is required to ensure compliance with purchasing guidelines of alternative fuel vehicles and efficiency standards of conventional fuel vehicles.

State legislation offers opportunities for state agencies to stretch operating budgets through greater fleet efficiency and to demonstrate technologies that reduce fuel consumption, manage travel efficiently and use cleaner alternative fuels. It also offers opportunities for interagency communication and cooperation.

Based on statutory requirements¹, the following are the Fuel Conservation for State Vehicles objectives:

1. *To achieve an efficient vehicle fleet.* Legislation effective January 1, 1999, requires state agencies to meet minimum guidelines for efficient vehicle fleet management as established by the Department of Natural Resources.
2. *To realize environmental and economic benefits of using alternative transportation fuels.* State government is to operate vehicles on alternative fuels such as 85 percent ethanol (E-85), propane, compressed natural gas (CNG) or others if the fuels are within the incremental life-cycle cost caps designated in the statute. Legislation effective January 1, 1999, establishes the maximum incremental life-cycle cost difference at 10 percent, except for vehicles to be used in clean air maintenance and nonattainment areas of Kansas City and St. Louis, where the allowable incremental cost difference is 17 percent.

¹All agencies of Missouri state government are subject to the provisions of the program, with the exception of the departments of Transportation and Conservation, which may develop fleet management plans independently. Certain off-road vehicles, special use vehicles, law enforcement vehicles and vehicles for which no published EPA CAFE standard exists are exempt from the provisions.

3. *To increase the number of alternative fuel vehicles in state fleets.* Legislation effective January 1, 1999, requires any state agency operating a fleet of more than 15 motor vehicles to acquire vehicles capable of using alternative fuels as follows²:

- At least 10 percent of the agency's fleet vehicles acquired between July 1, 1994, and July 1, 1996;
- At least 30 percent of the agency's fleet vehicles acquired between July 1, 1996, and July 1, 1998; and
- At least 50 percent of the agency's fleet vehicles acquired between July 1, 1998, and July 1, 2000, and each biennial period thereafter.

After July 1, 2001, at least 30 percent of the fuel used in state-owned AFVs must be an alternative fuel.

Compliance with these requirements by individual agencies and in the aggregate is documented in annual reports submitted by the agencies to the Department of Natural Resources' Energy Center following the end of the fiscal year. Summary tables showing the fleet operating data submitted by the individual agencies and in the aggregate can be found in Appendix B. The 2006 fiscal year ran from July 1, 2005, through June 30, 2006.

²The requirement may be waived for any state agency upon receipt of certification supported by acceptable evidence that:

- The agency's vehicles will be operating primarily in an area in which neither the agency nor a supplier has, or can reasonably be expected to have, a central refueling station for alternative fuels;
- The agency is unable to acquire or operate vehicles within the 10 and 17 percent cost limitations using life-cycle cost methods; or
- The use of alternative fuels would not meet the energy conservation and exhaust emissions reduction criteria.

Annual Fuel Consumption, Number of Vehicles and Vehicle Miles Traveled

Missouri Revised Statutes, section 414.406, require that the Missouri Department of Natural Resources prepare an annual state fleet report that documents annual fuel consumption, number of vehicles and vehicle miles traveled. Before covering the state fleet numbers, some necessary terms used throughout the report are briefly summarized from the description given in the statutes.

Many of the vehicles operated by state agencies are designated for duties that exempt the vehicles from vehicle fuel efficiency and alternative fuel requirements. These duties include off-road, maintenance, construction, trailer transport, law enforcement and emergency vehicles. Exempt vehicles also include vehicles that exceed the 8,500 gross vehicle weight rating (GVWR).

Eligible vehicles are those vehicles operated by state agency fleets that are required to meet state-mandated vehicle fuel efficiency and alternative fuel requirements. Most eligible vehicles are primarily used for commuting from one location to another on established roadways. The terms *eligible* and *non-exempt* are used interchangeably throughout this report.

When identified throughout the report, gasoline gallon equivalence (gge) is used as a unit of measure for alternative fuels. As a unit of measure, gasoline gallon equivalence is based on the fuel's energy content rather than the at-the-pump unit of measure normally shown in unit volume. An example of this is the comparison of a gallon of 85 percent ethanol (E-85) to a gallon of gasoline. Since the energy content of E-85 is less than that of gasoline, one gallon of E-85 is equivalent to 0.7130 gallon of gasoline. As applied throughout this report, check Appendix C for more information on the conversion of alternative fuels from at-the-pump units of consumption to gge.

As reported by the state agencies, shown in Table 1 are the annual fuel consumption numbers for state-owned vehicles operated during fiscal year 2006. Gasoline, diesel and alternative fuel consumption are compared for non-exempt, exempt and all vehicles operated throughout the reporting period. At the B100 blend level, biodiesel consumption is included on the table as the majority of the alternative fuel used in exempt vehicles.

**Table 1. Fuel Consumption
Throughout Fiscal Year 2006**

| Fuel Type | Non-Exempt Vehicles | Exempt Vehicles | All State Vehicles |
|------------------------|--------------------------------|----------------------------|-------------------------------|
| Gasoline (gallons) | 1,762,735 | 5,442,194 | 7,204,929 |
| Diesel (gallons) | 11,358 | 5,358,100 | 5,369,458 |
| Alternative Fuel (gge) | 112,686 | 744,676 | 857,362 |

*biodiesel is included as B100

Following the end of the fiscal year, both annual fuel consumption and annual fuel cost numbers are provided by state agencies to the Missouri Department of Natural Resources. Shown in Table 2 are the annual fuel cost numbers that directly correspond to the fuel consumption numbers shown in Table 1. At the B100 blend level, the total cost of biodiesel consumption is included on the table as the majority of the alternative fuel cost shown for exempt vehicles.

**Table 2. Fuel Cost
Throughout Fiscal Year 2006**

| Fuel Type | Non-Exempt Vehicles | Exempt Vehicles | All State Vehicles |
|------------------|--------------------------------|----------------------------|-------------------------------|
| Gasoline | \$4,048,931 | \$12,494,905 | \$16,543,836 |
| Diesel | \$30,295 | \$12,254,609 | \$12,284,904 |
| Alternative Fuel | \$292,395 | \$2,353,419 | \$2,645,814 |
| Total | \$4,371,621 | \$27,102,933 | \$31,474,554 |

To provide a measure of the overall operational fleet size, Table 3 shows the number of state-owned vehicles operated by state agencies throughout fiscal year 2006. Since the agencies were asked to submit information on all vehicles operated throughout the reporting period, the numbers shown in Table 3 include all vehicles acquired, all vehicles in continuous service and all vehicles retired from state service throughout the period. Diesel vehicles cannot be classified as alternative fuel vehicles. Therefore, in Table 3, diesel vehicles are shown in the Diesel Exempt entry, even if they were fueled by biodiesel.

**Table 3. Number of Vehicles Operated
Throughout Fiscal Year 2006**

| Vehicle Type | Non-Exempt Vehicles | Exempt Vehicles | All State Vehicles |
|---------------------|--------------------------------|----------------------------|-------------------------------|
| Gasoline | 2,530 | 5,621 | 8,151 |
| Diesel | 19 | 2,675 | 2,694 |
| Alternative Fuel | 1,056 | 512 | 1,568 |
| Total | 3,605 | 8,808 | 12,413 |

During fiscal year 2006, the vehicle miles traveled in non-exempt state vehicles were 23,597,950 miles in gasoline vehicles, 119,514 miles in diesel vehicles and 15,295,565 miles in alternative fuel vehicles. Agencies are not required to submit the vehicle miles traveled in state vehicles that are exempt from fuel efficiency and alternative fuel requirements.

Annual maintenance cost data is an important part of the formula required to find the total operating cost for state-owned vehicles. Shown in Table 4 are the annual maintenance costs incurred for the repair and upkeep of state-owned vehicles operated throughout fiscal year 2006. Diesel vehicles cannot be classified as alternative fuel vehicles. Therefore, in Table 4, diesel vehicles are shown in the Diesel Exempt entry, even if they were fueled by biodiesel.

**Table 4. Maintenance Cost
Throughout Fiscal Year 2006**

| Vehicle Type | Non-Exempt Vehicles | Exempt Vehicles | All State Vehicles |
|---------------------|--------------------------------|----------------------------|-------------------------------|
| Gasoline | \$1,452,530 | \$2,415,524 | \$3,868,054 |
| Diesel | \$21,662 | \$3,956,537 | \$3,978,199 |
| Alternative Fuel | \$580,432 | \$200,835 | \$781,267 |
| Total | \$2,054,624 | \$6,572,896 | \$8,627,520 |

Caution should be exercised when interpreting the reported maintenance cost numbers shown throughout this report since the method used for collecting and reporting maintenance cost could be different from one agency to the next. For example, most agencies enter into vehicle repair and upkeep contracts with outside organizations while other agencies employ vehicle maintenance staff who are responsible for the repair and upkeep of agency vehicles.

Average Fleet Fuel Economy

Although a procedural process for the computation of average fleet fuel economy is not described in Missouri law, the statutes do require that each agency's overall vehicle fleet fuel efficiency for non-exempt state vehicles meet or exceed the standards set by the federal government.

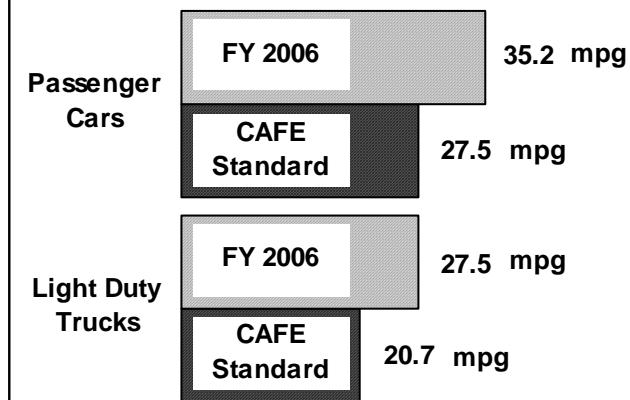
On the federal side, the U.S. Environmental Protection Agency, with assistance from the U.S. Department of Transportation, has developed a rating system for measuring vehicle fuel efficiency. The rating system is called corporate average fuel economy (CAFE). CAFE is a comprehensive fuel efficiency rating system that was developed to measure the vehicle fuel efficiency of vehicles sold in the United States. Since CAFE is an average, a company can sell vehicles that fall below the CAFE standards as long as the company's overall averages stay within the standards.

The CAFE standards are 27.5 mpg for passenger cars and 20.7 mpg for light-duty trucks. Station wagons are included under the passenger car category while light-duty trucks include pickups, sport utility vehicles (SUVs) and vans.

On the state side, the Missouri Department of Natural Resources' Energy Center has developed a set of procedures for computing the average fleet fuel economy using the CAFE system of measuring vehicle fuel efficiency. Only new vehicle acquisitions, in accordance with state statute and compatible with federal EPAct requirements, are included in the computation of the average fleet fuel economy. By including only new vehicle acquisitions, procedural emphasis is placed on the purchase of vehicles that meet or exceed the federal CAFE standards.

As shown in Figure 1, state agencies exceeded the federal standard by purchasing 102 new passenger cars with an average CAFE rating of 35.2 mpg. Agencies also exceeded the federal standard with new acquisitions of light-duty trucks. Agencies purchased 117 new light-duty trucks that earned an overall CAFE rating of 27.5 mpg. Although other vehicles may have been purchased throughout the reporting period, only those vehicles not exempt from state vehicle fuel efficiency requirements were included in the averages.

Figure 1 - Missouri State Fleet
**Average Fleet Fuel Economy of
New Acquisition Vehicles in
Miles per Gallon**



The CAFE numeric system awards additional credit to alternative fuel vehicles. This boost can significantly increase the CAFE rating of alternative fuel vehicles. Some examples include the 2007 E-85 Chevrolet Impala, awarded a CAFE rating of 37.49 mpg, and the 2007 E-85 Dodge Caravan, awarded a CAFE rating of 33.37 mpg.

Of the 17 agencies that purchased new non-exempt passenger cars, all agencies except one made purchases that on average exceeded the CAFE standard. Of the 14 agencies that purchased new non-exempt light-duty trucks, all agencies made purchases that on average exceeded the CAFE standard.

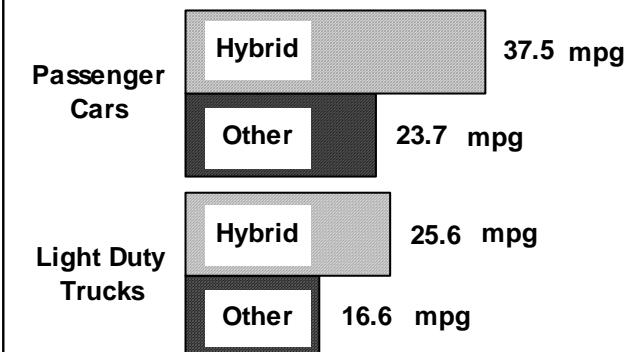
For additional information, the CAFE ratings earned by each agency and the total ratings earned by the entire state fleet are shown in the fuel-economy tables in Appendix D.

Shifting from manufacturer-rated performance to actual on-road performance, some agencies are reacting to higher fuel prices by driving fuel-efficient hybrid vehicles. At the agency level, the Department of Transportation operated 22 hybrid vehicles that achieved an average on-road passenger car fuel efficiency of 35.0 during fiscal year 2006. The Department of Natural Resources operated 15 hybrid vehicles that achieved an average on-road passenger car fuel economy of 42.8 mpg. Overall, as shown in Figure 2, state hybrid passenger cars achieved an average of 13.8 mpg greater than that of other gasoline-powered passenger cars operated by the state fleet. In the light-duty truck category, state hybrid vehicles achieved an average of 9.0 mpg greater than the state's other gasoline-powered light-duty trucks.

Hybrid electric vehicles (HEVs) are primarily propelled by an internal combustion engine, just like conventional vehicles. However, they also convert energy normally wasted during coasting and braking into electricity, which is stored in a battery until needed by the electric motor. The electric motor is used to assist the engine when accelerating or hill climbing and in low-speed driving conditions where internal combustion engines are least efficient. Unlike all electric vehicles, HEVs now being offered do not need to be plugged into an external source of electricity to be recharged; conventional gasoline and regenerative braking provide all the energy the vehicle needs. (Source: Fuel Economy Guide, US Department of Energy & US Environmental Protection Agency)

Figure 2 - Missouri State Fleet

**Average Fleet Fuel Economy
of Hybrid and Other Gasoline
Vehicles Throughout
Fiscal Year 2006**



Alternative Fuel Use and Alternative Fuel Vehicle Acquisitions

As defined by RSMo, Section 414.400, alternative fuels are those motor vehicle fuels that are substantially not unleaded gasoline or diesel, otherwise, contributing to potential energy security and environmental benefits. The Department of Natural Resources prepares and distributes this annual state fleet report to document progress in achieving the requirements and goals of sections 414.400 to 414.417, which includes, along with other vehicle information, the state fleet's use of alternative fuels.

Both an alternative fuel and a renewable fuel, ethanol 85 (E-85), is produced from 85 percent ethanol blended with 15 percent unleaded gasoline. As shown in Figure 3, during the 2006 fiscal year, state-owned E-85 vehicles were refueled with 289,155 gallons of E-85 (exempt E-85 vehicle usage included). Because of limited availability and other refueling issues, state-owned E-85 vehicles were also refueled with 610,570 gallons of unleaded gasoline.

Biodiesel, another alternative fuel with renewable fuel content, is used in state-owned diesel vehicles. Although biodiesel is used to refuel state vehicles that are generally exempt under the statute, biodiesel blended at levels of 20 percent or greater is defined by the U.S. Department of Energy as both an alternative and renewable fuel. For federal reporting purposes, the gallons of biodiesel used at the 20 percent or greater blend levels are combined, converted and shown in some parts of this report at the 100 percent blend level. When converted to the 100 percent blend level, state diesel vehicles were refueled with 597,445 gallons of biodiesel during the reporting period. As shown in Figure 4, this amounts to 2,987,225 gallons of biodiesel blended at the 20 percent level.

Although a statewide mandate hasn't been put into affect that requires state agencies to use biodiesel, five state agencies seeking to yield the environmental benefits and to boost Missouri's agricultural economic benefits

Figure 3 - Missouri State Fleet
Gallons of Ethanol 85 Used in Ethanol 85 Vehicles

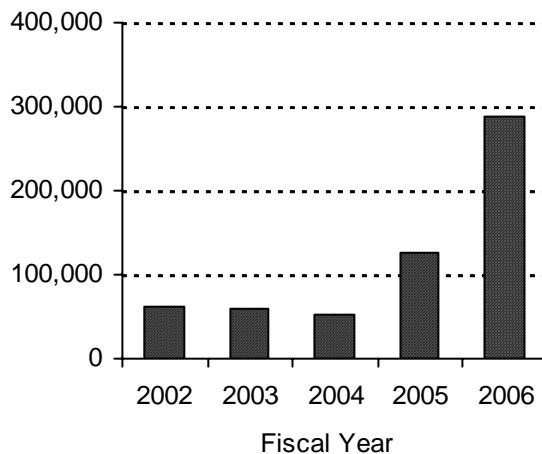
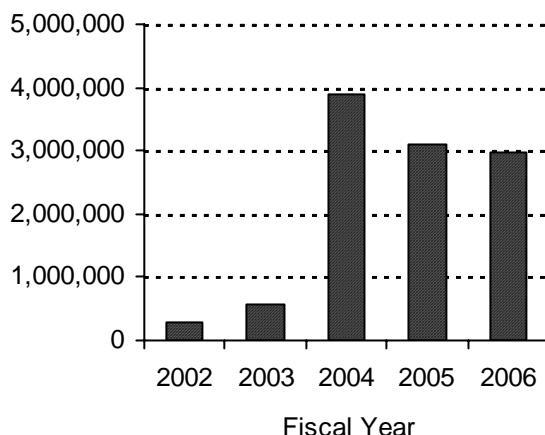


Figure 4 - Missouri State Fleet
Gallons of Biodiesel (B20) Used in Diesel Vehicles



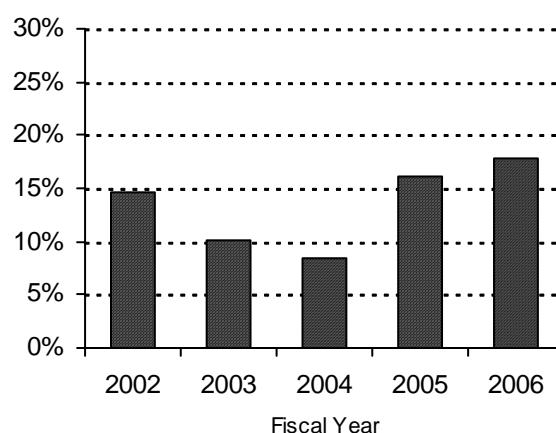
purchased biodiesel for some part of their day-to-day fleet operations. Throughout the 2006 fiscal year, the Missouri Department of Transportation used 570,960 gallons of biodiesel measured at the 100 percent blend level. The Department of Corrections used 17,100 gallons; Northwest Missouri State University used 5,467 gallons; the Department of Conservation used 2,403 gallons; and the Department of Natural Resources used 1,515 gallons.

Besides the alternative fuels that are processed from renewable sources, another group of alternative fuels works to reduce tailpipe emissions. This group of alternative fuels includes propane, compressed natural gas and electricity. During the reporting period, state vehicles were refueled with 7,140 gallons of propane; 49,248 cubic feet of compressed natural gas and 0 kWh of electricity. To explain the usage disparity between fuels, propane is offered at many retail outlets throughout the state while compressed natural gas is currently offered at only one refueling site, and no electric vehicles were operated throughout the reporting period.

Another important topic when reporting alternative fuel use is the percent of alternative fuel actually put into state-owned vehicles. Since many AFVs can be refueled with either the designated alternative fuel or regular unleaded gasoline, state statutes specify that 30 percent of all fuel used in state-owned AFVs should be the designated alternative fuel. As shown in Figure 5, the percent of alternative fuel used in state operated non-exempt alternative fuel vehicles was 18 percent throughout fiscal year 2006. The statute, however, provides for state agencies to take credit towards meeting their 30 percent purchasing goal by reporting the alternative fuel used in exempt vehicles. When the biodiesel used to refuel exempt diesel vehicles and the other fuels used in exempt AFVs are included in the calculation, the percent of alternative fuel that can be accredited as used in AFVs rises from 18 percent to 47 percent.

To break out the alternative fuel usage by alternative fuel types, the percent of alternative fuel used in state alternative fuel vehicles was 18 percent E-85 in flexible fuel E-85 vehicles, 18 percent compressed natural gas (CNG) in dual-fuel CNG vehicles and 18 percent propane in dual-fuel propane vehicles. None of the percent breakouts include biodiesel or *other* exempt vehicle usage. See Table 5 for the corresponding consumption numbers shown in gallons for gasoline and in gasoline gallons equivalence for the alternative fuels.

Figure 5 - Missouri State Fleet
The Percent of Alternative Fuel Use in Alternative Fuel Vehicles
Biodiesel and Exempt Usage Not Included



**Table 5. The Percent of Alternative Fuel Use
in Alternative Fuel Vehicles Throughout Fiscal Year 2006**

| Vehicle Type | Number of Vehicles | GAS/DSL (gal/GGE) | Alternative Fuel in GGE | % Alternative Fuel Use |
|--|--------------------|-------------------|-------------------------|------------------------|
| B20 (exempt vehicles) | 2,675 | 3,355,389 | 3,345,692 | 50% |
| E85 | 1,013 | 493,701 | 107,436 | 18% |
| E85 (exempt vehicles) | 484 | 116,869 | 98,732 | 46% |
| Propane | 35 | 22,412 | 4,822 | 18% |
| Propane (exempt vehicles) | 25 | 14,424 | 703 | 5% |
| CNG | 8 | 1,943 | 428 | 18% |
| CNG (exempt vehicles) | 3 | 521 | 0 | 0% |
| Electric | 0 | 0 | 0 | 0% |
| Total (without exempt vehicles) | 1,056 | 518,056 | 112,686 | 18% |
| Total (with exempt vehicles) | 3,187 | 3,487,203 | 3,445,127 | 50% |
| Total | 4,243 | 4,005,259 | 3,557,813 | 47% |

Missouri statutes also describe acquisition requirements for AFVs. During the 2005 - 2006 statutory period, at least 50 percent of all new vehicles acquired by state agencies are required to be vehicles capable of using alternative fuels. Of the 34 reporting state entities, 14 entities met or exceeded the statutory requirement. Another 4 entities did not meet the statutory requirement, and 16 entities were not required to meet the statutory requirement because they either did not purchase any new vehicles or they operated 15 or fewer eligible vehicles. The actual breakouts for each state entity, the acquisitions of alternative fuel vehicles and the percent of alternative fuel use are shown in Appendix D.

**Table 6. Number of Alternative Fuel Vehicles
Stationed at Fleet Locations Throughout Missouri**

| | FY'02 | FY'03 | FY'04 | FY'05 | FY'06 |
|----------------|------------|------------|-------------|-------------|-------------|
| Jefferson City | 352 | 423 | 459 | 454 | 549 |
| Kansas City | 62 | 80 | 85 | 110 | 173 |
| St. Louis | 76 | 74 | 73 | 88 | 126 |
| Other | 309 | 401 | 426 | 518 | 720 |
| Total | 799 | 978 | 1043 | 1170 | 1568 |

As shown in Table 6, state agencies have alternative fuel vehicles stationed at locations throughout Missouri. Whether alternative fuel vehicles can be refueled with the designated alternative fuel is almost entirely dependent on where the vehicles are located. State employees are best able to refuel the vehicles with the designated alternative fuel if doing so is convenient. Vehicle location is also important since the EPA has set air quality requirements for both Kansas City and St. Louis. Because it is the state capital, Jefferson City is the hub of state government activities. Many agencies locate at least some, if not all of their vehicles, in the Jefferson City area. The types of refueling sites in the Jefferson City area are E-85, propane and biodiesel.

To compare the operating cost of alternative fuel vehicles to traditional fuel vehicles, operating cost data submitted by the agencies to the Missouri Energy Center can be converted into an average operating cost per mile. As shown in Table 7, vehicle operating costs are broken out by maintenance, fuel and the overall total.

**Table 7. Average Non-Exempt Vehicle Operating Cost
in Cents per Mile Throughout Fiscal Year 2006**

| Vehicle Type | Maintenance | Fuel | Total |
|----------------------------------|-------------|------|-------|
| Hybrid (Cars & Station Wagons) | 3.0 | 5.2 | 8.2 |
| Hybrid (LDTs, Vans & SUVs) | 1.2 | 8.9 | 10.1 |
| E-85 (Cars & Station Wagons) | 3.9 | 8.8 | 12.7 |
| Gasoline (Cars & Station Wagons) | 4.9 | 9.7 | 14.6 |
| E-85 (LDTs, Vans and SUVs) | 2.9 | 12.3 | 15.2 |
| Propane (Cars & Station Wagons) | 8.5 | 8.7 | 17.2 |
| CNG (LDTs, Vans & SUVs) | 5.9 | 11.6 | 17.5 |
| Propane (LDTs, Vans & SUVs) | 5.3 | 14.8 | 20.1 |
| CNG (Cars & Station Wagons) | 12.0 | 8.3 | 20.3 |
| Gasoline (LDTs, Vans & SUVs) | 7.1 | 13.9 | 21.0 |
| Diesel (LDTs, Vans & SUVs) | 18.1 | 25.3 | 43.4 |

If E-85 is 71 percent as efficient as gasoline, how can the per mile fuel cost of E-85 vehicles (cars & station wagons) be 0.9 cents per mile lower than gasoline vehicles (cars & station wagons)? Possible explanations for this differential include: As posted at the retail outlets, the per gallon cost of ethanol has been at times lower than gasoline throughout the reporting period. State agencies also provided data that show the actual on-road fuel efficiency of E-85 vehicles (cars & station wagons) can be greater than gasoline vehicles (cars & station wagons) when the E-85 vehicles are refueled with unleaded gasoline. Another reason for the similar fuel operating cost is that E-85 vehicles (cars & station wagons) are often refueled with unleaded gasoline.

Program Status

The Missouri Revised Statutes, Sections 414.410 - 414.417, establish guidelines for the current vehicle fuel efficiency and alternative fuel vehicles program. The established program includes the writing and distribution of an annual state fleet report, vehicle fuel efficiency standards for new vehicle acquisitions, requirements for alternative fuel use in alternative fuel vehicles and purchasing requirements for the acquisition of alternative fuel vehicles.

Participating state agencies submitted annual operating data on agency vehicle operations and acquisitions made during fiscal year 2006. In recent years, most vehicle purchases have met CAFE standards, and the actual average fuel efficiency for cars and light trucks is expected to significantly increase in the coming years. Compliance with the purchasing requirements is administered by the Office of Administration, Department of Transportation, Department of Conservation and higher education institutions.

The numbers and types of alternative fuel vehicles currently available to state agencies and the public from manufacturers are steadily increasing. All major U.S. vehicle manufacturers are producing alternative fuel vehicles. The number of available alternative fuel stations also is increasing.

The Missouri Corn Growers Association publishes a listing of Missouri E-85 refueling locations on the Web at www.mocorn.org. A copy of this listing is included in Appendix E.

The National Ethanol Vehicle Coalition publishes a listing of E-85 refueling locations on the Web at www.e85fuel.com. At the time of printing this report, sixty-seven E-85 stations are currently available for refueling.

The Missouri Soybean Association publishes a listing of biodiesel suppliers on the Web at www.mocorn.org. A copy of this listing is included in Appendix E.

Numerous propane refueling sites are located throughout Missouri. The Missouri Propane Gas Association in Jefferson City has a listing of propane refueling locations.

The Department of Natural Resources' Energy Center and industry representatives are working to encourage further use of alternative fuels in the appropriate AFVs. Colored labels for vehicle packets are available from the Energy Center to identify AFVs and provide local directions to refueling facilities. The E-85 pumps at each gas station are more prominently labeled.

As part of an ongoing effort to increase alternative fuel usage among state employees, the Energy Center has actively promoted the use of alternative fuels in state vehicles.

The Energy Center hosted rideshare/alternative fuel displays at state agency locations in Jefferson City to encourage state employees to use alternative fuels.

In addition, the Energy Center has designed alternative fuel signs for state agencies to place at their respective fleet lots. These signs remind state employees to refuel with the appropriate alternative fuel in AFVs whenever possible. E-85 magnets, static window stickers, and fuel door stickers are available from the Energy Center. Colored labels for vehicle packets are also available from the Energy Center to identify AFVs and provide local directions to refueling facilities.

Program Barriers

- The limitations of public transportation, including scheduling and lack of local transportation in metropolitan areas, often inhibit this means for conducting state business as an effective way of reducing state fleet fuel consumption.
- In some cases, the Office of Administration does not receive any bids for certain vehicle classes that are CAFE compliant or AFVs. If an agency feels a vehicle from a more fuel efficient class cannot meet its needs, the agency submits a waiver request to acquire less efficient vehicles or vehicles that are not AFVs. (EPA publishes the CAFE figures, which can be found at its Internet site. The published CAFE figures should not be confused with those figures published in the Fuel Economy Guide or on the actual vehicle sticker.)
- The statutory limitations on the incremental cost differential may still prevent the procurement of some types of alternative fuel vehicles.
- Lack of adequate refueling infrastructure has slowed progress in the use of alternative fuels. Convenience and driving distance to public stations remain barriers.

Program Recommendations

The following recommendations are based primarily on guidance provided within Missouri Revised Statute, Sections 414.400 – 414.417, and the annual reports submitted by the agencies to the Energy Center.

- Encourage employees to carpool and use mass transit.
- Expand the use of telecommunication systems to decentralize work and reduce the need for travel to meetings, conferences and other offices. Consider options such as e-mail, facsimile and teleconferencing to reduce the need for travel.
- Continue information and promotion. The Energy Center and other organizations continue to encourage the agencies to promote the use of alternative fuel as a replacement for traditional vehicle fuels and purchase alternative fuel vehicles.
- Train state employees in the operation of alternative fuel vehicles, tracking of alternative fuel use and refueling with alternative fuels to increase their comfort in using alternative fuels. Qualified staff at the Energy Center are available to provide alternative fuel issues training as

requested by the agencies.

- Facilitate placement of alternative fuel vehicles at agency locations closest to refueling locations selling the alternative fuel used. One mechanism to assist in this process would be for agencies to create a map of their fleet locations with alternative fuel vehicles.
- Facilitate installation of additional alternative fuel refueling stations across the state.

Appendices

Appendix A

Federal and Missouri Alternative Fuel Acts: Comparison of Key Provisions

| Clean Air Act | Energy Policy Act | Missouri Sections 414.400 - 417 RSMo, 1999 |
|--|---|---|
| Applicability | | |
| Twenty-two metropolitan areas with populations of 250,000 or more (1980 census) with either serious, severe or extreme ozone or carbon monoxide areas. | Metropolitan areas with a 1980 population of 250,000 or more. | All state-owned vehicles throughout the state. |
| Fleets Subject to Act | | |
| Fleets of 10 or more vehicles that are centrally fueled or capable of being centrally fueled. | Fleets with at least 20 vehicles that are centrally fueled or capable of being centrally fueled in a metropolitan area; however, this requirement applies only if a fleet also has at least 50 vehicles within the United States. | State-owned fleets with more than 15 vehicles. |
| Exemptions | | |
| Vehicles that are garaged at a personal residence overnight are to be considered <u>not</u> capable of central fueling. | Private fleet vehicles that are garaged at home overnight are exempted. | Off-road vehicles, maintenance and construction vehicles and transport trailers. |
| Law enforcement vehicles. | Law enforcement vehicles. The Secretary of Energy may terminate this exemption. | Law enforcement vehicles. |
| Emergency vehicles. | Emergency vehicles. | Emergency vehicles. |
| Fuels | | |
| Any fuel that meets the emission standard may be used, including reformulated gasoline, clean diesel, ethanol, methanol, propane, electricity and natural gas. | Alternative fuels include methanol, ethanol, natural gas, propane, biodiesel and electricity. Reformulated gasoline is not considered to be an alternative fuel. | Alternative fuels include 85 percent methanol, 85 percent ethanol, natural gas, propane, 20 percent biodiesel, hydrogen and electricity. Reformulated gasoline is not considered to be an alternative fuel. |

| Clean Air Act | Energy Policy Act | Missouri Sections 414.400 - 417 RSMo, 1999 |
|--|--|---|
| Weight Limits | | |
| Includes automobiles and trucks up to 26,000 pounds gross vehicle weight. | Includes vehicles with a gross vehicle weight of less than or equal to 8,500 pounds. | For reporting purposes, state agencies are including only those eligible vehicles less than or equal to 8,500 pounds (GVWR). |
| Purchase Dates | | |
| Beginning with model year 1998. | Federal fleet – 1993; state fleets - model year 1996. Private and municipal fleets - model year 1999 or later (subject to ruling by the secretary of energy that a private/municipal fleet program is needed.) Fuel provider fleets – model year 1996. | Acquire vehicles capable of using alternative fuels: 10 percent by July 1, 1996 30 percent by July 1, 1998 50 percent by July 1, 2000 By July 1, 2002, 30 percent of fuel used in AFVs must be an alternative fuel. |
| Vehicle And Fuel Availability | | |
| There are no exemptions provided in the law in the event vehicles or fuel are not available. | The secretary of energy must exempt a fleet if vehicles or fuels are not available. | The Missouri Department of Natural Resources' director may reduce any percentage specified or waive requirements upon receipt of certification supported by evidence to the director that: 1) Fuels are not available; 2) Fuels do not meet cost limitations; or 3) Fuels do not meet energy conservation or emissions criteria. |

Missouri Revised Statutes
Chapter 414
Fuel Regulation and Conservation
Section 414.400

August 28, 1999

Definitions--program for state fuel consumption reduction, fleet management and promotion of alternative fuels, University of Missouri, included duties--exceptions for certain vehicles.

414.400. 1. As used in sections 414.400 to 414.417, the following terms mean:

- (1) "Alternative fuel," any fuel, including any alcohol fuel containing eighty-five percent or more by volume of such alcohol or other such percentage not less than seventy percent if determined by the United States Department of Energy by rule to be necessary to provide for the requirements of cold start, safety, or vehicle functions, natural gas, liquefied petroleum gas, any fuel other than alcohol derived from biological materials when designated by the United States Department of Energy as an alternative fuel, and hydrogen, or any power source, including electricity, and any other fuel that the United States Department of Energy determines by final rule is substantially not petroleum and would yield substantial energy security and environmental benefits, used in a vehicle that complies with the standards and requirements applicable to such vehicle pursuant to sections 414.400 to 414.417 when using such fuel or power source;
- (2) "CAFE standard," the federal Corporate Average Fuel Economy standard, 15 U.S.C. 2002 or 40 CFR Parts 86 and 600 or 49 CFR Part 538 or proposed rule 49 CFR Part 538 until such rule is finalized;
- (3) "Department", the department of natural resources;
- (4) "Director", the director of the department of natural resources;
- (5) "State agency", the same meaning as such term is defined in section 536.010, RSMo;
- (6) "Vehicle fleet", any fleet comprised of vehicles with a manufacturer's gross vehicle weight rating of not more than eight thousand five hundred pounds registered for operation on the highways of this state pursuant to chapter 301, RSMo.

2. The department in consultation with the commissioner of administration shall develop and implement a program to manage and progressively reduce state agency vehicle fleet fuel consumption and promote the use of alternative fuels. The program shall require state agencies to meet minimum guidelines for efficient fleet management. Such guidelines shall be updated and revised every two years and shall require the overall vehicle fleet fuel efficiency for each agency to meet or exceed the fuel efficiency that would be achieved if each vehicle in the agency's fleet met the CAFE standard. The department may promulgate rules necessary to implement such guidelines. Further, provided that suppliers or state agencies have or can reasonably be expected to have established alternative fuel refueling stations as needed, the program shall require that at least thirty percent of all motor fuel purchased annually for use in alternative fuel vehicles, calculated in gasoline gallon equivalents, to be alternative fuel by July 1, 2001. Any alternative fuel purchased by a state agency for use in vehicles not included in their vehicle fleet as defined in subsection 1 of this section, calculated in gasoline gallon equivalents, may be credited toward the annual alternative fuel purchase goal. The program shall

systematically replace existing state-owned vehicles and vehicles paid for with any state money, including vehicles purchased by the university system, with vehicles manufactured, assembled or produced in the United States, as required by sections 34.350 to 34.359, RSMo.

3. The commissioner of administration shall identify specific vehicle models within each vehicle procurement class that meet or exceed the CAFE standard. State agencies shall identify specific vehicle models within each vehicle procurement class that have a life cycle cost which is less than or equal to the average life cycle cost of those vehicles in the class which are manufactured, assembled or produced in the United States. Life cycle costs shall include but are not limited to the original cost of the vehicle, conversion cost if applicable, costs associated with vehicle emissions to the extent that such statistics are available, and projected cost of operation, including fuel cost and maintenance and salvage value to the extent that reliable maintenance and salvage value statistics are available. Unless a state agency submits to the department a fleet efficiency plan that complies with the minimum guidelines for energy efficiency established pursuant to subsection 2 of this section, or unless otherwise approved by the office of administration pursuant to subsection 4 of this section, all purchases of vehicles for state agency vehicle fleets shall meet the above standards.

4. The commissioner of administration may waive the CAFE standard requirements of subsection 3 of this section, for only those vehicles which satisfy one or more of the following conditions, for any state agency upon receipt of documentation that has been certified by the director of the state agency as satisfying one or more of the following conditions:

(1) Such vehicles are used primarily in off-road, construction, or road maintenance applications;
(2) Such vehicles are regularly used in the movement of maintenance or construction equipment;
(3) Such vehicles are trucks or utility vehicles as defined by the office of administration that are regularly used to transport trailers for the purpose of moving state equipment; or
(4) Such vehicles are vehicles with manufacturer-stated seating capacity exceeding that for six persons and the director of the agency has certified that the vehicle will be used to transport its rated capacity in persons and/or cargo. Agencies which are granted such waivers shall comply with the planning requirements of section 414.403.

5. The purchase of all class III vehicles, as defined by the office of administration, shall be approved through the appropriations process for all departments except the highway patrol. The provisions of this subsection shall not apply to the purchase of used vehicles from the highway patrol.

(L. 1991 H.B. 45 § 1, A.L. 1998 S.B. 619)

Effective 1-1-99

Chapter 414
Fuel Regulation and Conservation
Section 414.403

August 28, 1996

Vehicle fleet energy conservation plan to be developed by each state agency, purpose of plan, content--plan to be submitted to department of natural resources, when.

414.403. 1. Each state agency, with assistance from the department of natural resources, shall develop and implement a vehicle fleet energy conservation plan for the purposes of reducing vehicle fuel consumption. Plans shall be submitted to the director of the department of natural resources by January 1, 1993. Such plans shall include:

- (1) A timetable by which fleet vehicles shall be replaced with vehicles which exceed the average fuel economy for their vehicle class as outlined in section 414.400;
- (2) Options for the use of demonstrated innovative technologies that promote energy conservation and reduced fuel consumption;
- (3) Methods that promote efficient trip planning and state vehicle use; and
- (4) Car-pooling and van pooling for agency employees for commuting and job-related travel.

2. The department of conservation and the department of highways and transportation may develop their own vehicle fleet energy conservation plan. Such plans shall meet the objectives of sections 414.400 to 414.417 and shall comply with the reporting requirements of sections 414.400 to 414.417.

(L. 1991 H.B. 45 § 2)

Chapter 414
Fuel Regulation and Conservation
Section 414.406

Vehicle fleet plan reviewed--office of administration to purchase only vehicles conforming to plan--annual report, content.

414.406. 1. The director of the department of natural resources shall review each agency's vehicle fleet plan and the vehicular demands of the agency by vehicle class. The office of administration shall only purchase for an agency those vehicles which conform to the agency's plan as outlined in sections 414.400 and 414.403.

2. Each state agency shall annually file a report with the director of the department of natural resources on forms provided by the department showing its progress in achieving the requirements and goals of sections 414.400 to 414.417. The director of the department of natural resources shall compile such information into an annual report and submit such report to the commissioner of administration, the secretary of the senate, the clerk of the house of representatives and the chairman of each committee of jurisdiction of the general assembly.

3. The director's report shall document progress in achieving the requirements and goals of

sections 414.400 to 414.417 and shall include, but not be limited to, annual fuel consumption, number of vehicles, vehicle miles traveled, average fleet fuel economy, estimated cost savings and state use of alternative fuels.

(L. 1991 H.B. 45 § 3)

Chapter 414

Fuel Regulation and Conservation

Section 414.410

Motor vehicle alternative fuel use plan to be developed by department of natural resources--powers and duties--state agency fleets of fifteen or more vehicles, time table for using alternative fuels.

414.410. 1. The director shall develop a motor vehicle alternative fuel use plan. The director shall cooperate with state agency fleet operators, vehicle manufacturers and converters, fuel distributors and others to identify the types of vehicles which could be converted to alternative fuels. The director shall consider range, specialty uses, fuel availability, vehicle cost, vehicle manufacturing and conversion capability, safety, resale values, and other relevant factors.

2. The department shall recommend alternative fuels which state agencies and state universities may consider when purchasing vehicles. The department shall consider the content of vehicle exhaust emissions, the relative efficiency of the fuel, the relative efficiency of the processes required to produce the fuel and the characteristics of air emissions associated with the production of that fuel. It shall recommend for state use those alternative fuels which best satisfy the goals of energy conservation and emissions reduction.

3. Any state agency which operates a fleet of more than fifteen motor vehicles shall acquire vehicles capable of using alternative fuels as follows:

- (1) At least ten percent of the agency's fleet vehicles acquired between July 1, 1994, and July 1, 1996;
- (2) At least thirty percent of the agency's fleet vehicles acquired between July 1, 1996, and July 1, 1998; and
- (3) At least fifty percent of the agency's fleet vehicles acquired between July 1, 1998, and July 1, 2000, and each biennial period thereafter.

If a state agency exceeds any such biennial acquisition goal, or has purchased vehicles capable of using alternative fuels before July 1, 1994, such purchases may be credited to any future biennial acquisition goal. If a state agency has purchased vehicles capable of using alternative fuels but not included in their vehicle fleet as defined in subsection 1 of section 414.400, such purchases may be credited toward any biennial acquisition goal. If a state agency fails to meet a biennial acquisition goal, the commissioner of administration shall not authorize for such agency the purchase of any vehicle not capable of using alternative fuels until such acquisition goal is met, unless the director has reduced or waived the acquisition goal pursuant to subsection 1 of section 414.412.

(L. 1991 H.B. 45 § 4 subsecs. 1, 2, 3, A.L. 1998 S.B. 619)

Effective 1-1-99

Chapter 414
Fuel Regulation and Conservation
Section 414.412

Alternative use of fuel, waived or percentage reduced by director of natural resources, certified evidence required--other vehicles, ethanol use required, exceptions.

414.412. 1. The director may reduce any percentage specified or waive the requirement of subsection 3 of section 414.410 for any state agency upon receipt of certification supported by evidence acceptable to the director that:

- (1) The agency's vehicles will be operating primarily in an area in which neither the agency nor a supplier has or can reasonably be expected to have a central refueling station for alternative fuels; or
- (2) The agency is unable to acquire or operate vehicles within the cost limitations of section 414.400 or section 414.415; or
- (3) The use of alternative fuels would not meet the energy conservation and exhaust emissions reduction criteria of subsection 2 of section 414.410.

2. State agencies shall submit information describing the acquisition and use of vehicles capable of using alternative fuels to the department in a format prescribed by the department. The report shall include for each vehicle model capable of using alternative fuel:

- (1) The types of alternative fuels used;
- (2) The number of miles traveled using alternative fuels and the ratios to the total numbers of miles traveled;
- (3) The number of vehicles owned which are capable of using alternative fuels;
- (4) Maintenance costs.

3. Each state-owned vehicle equipped to operate on gasoline, other than vehicles using alternative fuel, shall use a fuel ethanol blend as defined in section 142.027, RSMo, when available at a competitive price, as its motor fuel, unless the United States Environmental Protection Agency, or the governor by executive order, promulgates rules which prohibit, limit or otherwise regulate the use of ethanol-blended fuels in ozone nonattainment areas, as defined by Section 107 of the federal Clean Air Act, as amended, or in an* area designated as a maintenance area for ozone under Section 175A of the federal Clean Air Act, as amended, state-owned vehicles shall not be required to use a fuel ethanol blend.

(L. 1991 H.B. 45 § 4 subsecs. 4, 5, 6, A.L. 1993 H.B. 611, A.L. 1998 S.B. 619)

Effective 1-1-99

Chapter 414
Fuel Regulation and Conservation
Section 414.415

Percentage requirements, how state agencies to comply.

414.415. State agencies may meet the percentage requirements of sections 414.410 to 414.415 through purchase of original equipment manufactured alternative fuel vehicles or the conversion of vehicles, in accordance with federal and state requirements and applicable safety laws. Vehicles purchased pursuant to sections 414.410 to 414.415 shall not exceed the cost of conventional fuel vehicles of the same make and model by more than ten percent, using life cycle costing methods calculated pursuant to criteria in subsection 3 of section 414.400, except that vehicles purchased pursuant to sections 414.410 to 414.415 that are based for the life of the vehicle and used primarily in maintenance and nonattainment areas defined with regard to the National Ambient Air Quality Standards of the federal Clean Air Act, as amended, 42 U.S.C. 7401 et seq., shall not exceed such cost of conventional fuel vehicles of the same make and model by more than seventeen percent. The commissioner of administration in purchasing, leasing, maintaining or converting vehicles for alternative fuels use shall comply with all applicable safety standards promulgated by the United States Department of Transportation.

(L. 1991 H.B. 45 § 4 subsec. 7, A.L. 1998 S.B. 619)

Effective 1-1-99

Chapter 414
Fuel Regulation and Conservation
Section 414.417

**Criminal law enforcement vehicles and certain other vehicles, law not applicable--
demonstration vehicles for alternative fuels authorized.**

414.417. 1. Sections 414.400 to 414.417 shall not apply to the purchase or lease of a vehicle to be used primarily for criminal law enforcement or to the purchase or lease of a motorcycle, all-terrain vehicle, ambulance, or any type of vehicle for which the Environmental Protection Agency has not published fuel economy comparisons.
2. Notwithstanding the provisions of sections 414.400 to 414.417, the department of natural resources may acquire vehicles which use alternative fuels for the purposes of assessing and demonstrating either or both alternative vehicles and alternative fuels.

(L. 1991 H.B. 45 § 5)

Appendix B

List of Summary Tables

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**MISSOURI STATE FLEET
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 819 | | 9,344,397 | 394,366 | | \$902,440 | | \$461,716 |
| | LDTs, Vans and SUVs | 1,687 | | 13,916,421 | 839,520 | | \$1,932,385 | | \$983,375 |
| | Exempt Vehicles | 3,862 | 1,746 | | 5,302,986 | | \$12,175,518 | | \$2,412,814 |
| Hybrid | Cars and Station Wagons | 16 | | 191,901 | 5,112 | | \$10,071 | | \$5,761 |
| | LDTs, Vans and SUVs | 8 | | 145,231 | 5,681 | | \$12,914 | | \$1,678 |
| | Exempt Vehicles | 13 | 0 | | 7,394 | | \$16,108 | | \$2,710 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 19 | | 119,514 | 11,358 | 0 | \$30,295 | \$0 | \$21,662 |
| | Exempt Vehicles | 23 | 2,652 | | 3,074,234 | 1,546,264 | \$7,093,623 | \$3,768,811 | \$3,956,537 |
| E85 | Cars and Station Wagons | 759 | | 11,613,600 | 353,282 | 101,093 | \$822,602 | \$200,782 | \$456,539 |
| | LDTs, Vans and SUVs | 254 | | 3,214,482 | 140,419 | 49,588 | \$313,788 | \$82,349 | \$94,722 |
| | Exempt Vehicles | 481 | 3 | | 116,869 | 138,474 | \$271,480 | \$292,792 | \$180,469 |
| CNG | Cars and Station Wagons | 6 | | 54,435 | 1,664 | 49,248 | \$4,049 | \$446 | \$6,533 |
| | LDTs, Vans and SUVs | 2 | | 5,759 | 279 | 0 | \$670 | \$0 | \$339 |
| | Exempt Vehicles | 3 | 0 | | 521 | 0 | \$1,140 | \$0 | \$1,916 |
| Propane | Cars and Station Wagons | 2 | | 26,633 | 927 | 69 | \$2,181 | \$136 | \$2,253 |
| | LDTs, Vans and SUVs | 33 | | 380,656 | 21,485 | 6,162 | \$47,831 | \$8,682 | \$20,046 |
| | Exempt Vehicles | 20 | 5 | | 14,424 | 909 | \$30,659 | \$1,403 | \$18,450 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | | 0 | | \$0 | \$0 |

Many management functions of the Missouri State Fleet are decentralized. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table were provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400-414.417.

At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

Additions and omissions from the 2005 report - two agencies made changes to inter-agency reporting methods since submitting agency vehicle information for the 2005 report. The Missouri Department of Transportation reported 357 additional exempt ethanol 85 vehicles, and the Missouri Department of Corrections reported 104 fewer gasoline cars and station wagons.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**ATTORNEY GENERAL
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 27 | 1 | | 24,722 | | \$59,249 | | \$12,573 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 3 | 0 | | 430 | 0 | \$1,150 | \$0 | \$495 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

Many management functions of the Missouri State Fleet are decentralized. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table were provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400-414.417.

At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

Additions and omissions from the 2005 report - two agencies made changes to inter-agency reporting methods since submitting agency vehicle information for the 2005 report. The Missouri Department of Transportation reported 357 additional exempt ethanol 85 vehicles, and the Missouri Department of Corrections reported 104 fewer gasoline cars and station wagons.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**SECRETARY OF STATE
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 2 | | 4,589 | 191 | | \$454 | | \$476 |
| | LDTs, Vans and SUVs | 3 | | 19,985 | 708 | | \$1,721 | | \$883 |
| | Exempt Vehicles | 0 | 1 | | 980 | | \$2,386 | | \$244 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 4 | | 53,147 | 1,528 | 210 | \$3,710 | \$507 | \$2,254 |
| | LDTs, Vans and SUVs | 3 | | 39,165 | 1,364 | 210 | \$3,395 | \$488 | \$474 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**STATE AUDITOR
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 1 | | 27,856 | 811 | | \$1,942 | | \$3,346 |
| | LDTs, Vans and SUVs | 2 | | 5,329 | 302 | | \$753 | | \$1,535 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 1 | | 21,648 | 941 | 0 | \$2,352 | \$0 | \$442 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**STATE TREASURER
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 1 | | 2,178 | 208 | | \$450 | | \$564 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 1 | | 4,370 | 74 | 114 | \$156 | \$233 | \$695 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF AGRICULTURE
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 35 | | 501,491 | 21,421 | | \$49,895 | | \$15,287 |
| | LDTs, Vans and SUVs | 77 | | 1,109,131 | 65,736 | | \$152,562 | | \$41,397 |
| | Exempt Vehicles | 7 | 3 | | 8,644 | | \$20,384 | | \$6,450 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 1 | | 2,471 | 167 | 0 | \$366 | \$0 | \$1,126 |
| | Exempt Vehicles | 0 | 12 | | 19,380 | 0 | \$48,574 | \$0 | \$16,610 |
| E85 | Cars and Station Wagons | 83 | | 1,455,259 | 54,046 | 3,539 | \$127,017 | \$10,151 | \$48,097 |
| | LDTs, Vans and SUVs | 10 | | 219,405 | 11,317 | 1,027 | \$26,548 | \$2,220 | \$4,173 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 1 | | 24,274 | 1,432 | 0 | \$3,185 | \$0 | \$96 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF CONSERVATION
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 3 | | 23,581 | 1,092 | | \$2,470 | | \$455 |
| | LDTs, Vans and SUVs | 29 | | 422,250 | 16,687 | | \$38,182 | | \$12,899 |
| | Exempt Vehicles | 645 | 305 | | 914,744 | | \$2,111,144 | | \$555,584 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 121 | | 182,478 | 2,403 | \$448,799 | \$5,766 | \$154,305 |
| E85 | Cars and Station Wagons | 35 | | 469,247 | 17,932 | 964 | \$39,257 | \$1,909 | \$10,512 |
| | LDTs, Vans and SUVs | 43 | | 575,234 | 36,008 | 1,935 | \$60,842 | \$3,831 | \$12,264 |
| | Exempt Vehicles | 107 | 0 | | 104,740 | 5,628 | \$243,878 | \$11,143 | \$66,886 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF CORRECTIONS
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 60 | | 848,145 | 35,933 | | \$81,973 | | \$27,654 |
| | LDTs, Vans and SUVs | 197 | | 1,874,596 | 128,003 | | \$290,384 | | \$94,213 |
| | Exempt Vehicles | 274 | 169 | | 299,268 | | \$655,847 | | \$135,839 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 87 | | 217,115 | 17,100 | \$500,136 | \$39,477 | \$170,100 |
| E85 | Cars and Station Wagons | 42 | | 681,787 | 25,211 | 4,503 | \$59,302 | \$10,185 | \$26,349 |
| | LDTs, Vans and SUVs | 21 | | 431,226 | 18,297 | 1,613 | \$43,676 | \$3,663 | \$7,237 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 1 | | 17,261 | 613 | 0 | \$1,446 | \$0 | \$1,137 |
| | LDTs, Vans and SUVs | 25 | | 316,814 | 17,735 | 5,841 | \$39,093 | \$8,276 | \$16,813 |
| | Exempt Vehicles | 0 | 4 | | 1,574 | 36 | \$3,486 | \$51 | \$1,154 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF ECONOMIC DEVELOPMENT
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 37 | | 449,813 | 18,371 | | \$43,705 | | \$18,744 |
| | LDTs, Vans and SUVs | 14 | | 190,602 | 10,523 | | \$23,350 | | \$11,041 |
| | Exempt Vehicles | 2 | 1 | | 2,055 | | \$4,585 | | \$2,126 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 1 | | 1,024 | 0 | \$2,539 | \$0 | \$1,058 |
| E85 | Cars and Station Wagons | 35 | | 465,049 | 16,526 | 2,275 | \$38,952 | \$5,015 | \$22,912 |
| | LDTs, Vans and SUVs | 4 | | 61,197 | 2,702 | 304 | \$6,475 | \$703 | \$3,623 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 23 | | 292,631 | 11,587 | | \$28,461 | | \$22,878 |
| | LDTs, Vans and SUVs | 22 | | 208,318 | 11,363 | | \$27,185 | | \$11,358 |
| | Exempt Vehicles | 3 | 16 | | 14,365 | | \$34,499 | | \$12,857 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 64 | | 57,372 | 0 | \$147,701 | \$0 | \$95,802 |
| E85 | Cars and Station Wagons | 24 | | 318,181 | 11,273 | 1,885 | \$27,150 | \$4,460 | \$24,975 |
| | LDTs, Vans and SUVs | 5 | | 30,816 | 1,507 | 126 | \$3,742 | \$302 | \$555 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF HEALTH AND SENIOR SERVICES
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 56 | | 741,534 | 24,576 | | \$58,976 | | \$34,762 |
| | LDTs, Vans and SUVs | 22 | | 307,752 | 16,957 | | \$38,789 | | \$23,185 |
| | Exempt Vehicles | 1 | 3 | | 2,910 | | \$6,947 | | \$4,381 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 30 | | 538,000 | 21,773 | 22 | \$46,504 | \$51 | \$27,244 |
| | LDTs, Vans and SUVs | 5 | | 18,173 | 695 | 0 | \$1,664 | \$0 | \$312 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF HIGHER EDUCATION
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 3 | | 32,686 | 1,417 | | \$3,368 | | \$752 |
| | LDTs, Vans and SUVs | 1 | | 5,768 | 285 | | \$694 | | \$302 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 8 | | 114,131 | 3,635 | 1,436 | \$8,661 | \$3,206 | \$4,598 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF INSURANCE
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 1 | | 10,560 | 362 | | \$930 | | \$80 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 3 | | 29,867 | 924 | 435 | \$2,295 | \$985 | \$2,371 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 10 | | 150,890 | 6,233 | | \$15,060 | | \$4,414 |
| | LDTs, Vans and SUVs | 11 | | 167,315 | 8,816 | | \$21,251 | | \$8,540 |
| | Exempt Vehicles | 0 | 1 | | 555 | | \$1,333 | | \$33 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 1 | | 897 | 0 | \$2,371 | \$0 | \$793 |
| E85 | Cars and Station Wagons | 4 | | 64,426 | 1,764 | 854 | \$4,289 | \$1,944 | \$1,798 |
| | LDTs, Vans and SUVs | 3 | | 64,678 | 1,435 | 2,131 | \$3,494 | \$4,907 | \$1,562 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF MENTAL HEALTH
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 191 | | 2,173,086 | 95,852 | | \$207,720 | | \$135,752 |
| | LDTs, Vans and SUVs | 216 | | 1,314,101 | 83,612 | | \$194,720 | | \$127,120 |
| | Exempt Vehicles | 29 | 105 | | 48,297 | | \$109,738 | | \$70,535 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 14 | | 6,628 | 0 | \$16,092 | \$0 | \$4,385 |
| E85 | Cars and Station Wagons | 85 | | 1,205,264 | 44,508 | 2,686 | \$102,813 | \$6,209 | \$59,412 |
| | LDTs, Vans and SUVs | 21 | | 258,118 | 13,667 | 309 | \$31,494 | \$602 | \$10,739 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF NATURAL RESOURCES
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 26 | | 249,518 | 9,236 | | \$21,746 | | \$15,160 |
| | LDTs, Vans and SUVs | 159 | | 1,767,803 | 100,075 | | \$228,839 | | \$89,665 |
| | Exempt Vehicles | 172 | 124 | | 220,512 | | \$461,977 | | \$137,490 |
| Hybrid | Cars and Station Wagons | 8 | | 71,046 | 1,659 | | \$3,992 | | \$3,672 |
| | LDTs, Vans and SUVs | 7 | | 134,488 | 5,137 | | \$11,941 | | \$1,651 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 68 | | 54,018 | 1,515 | \$126,456 | \$3,541 | \$47,879 |
| E85 | Cars and Station Wagons | 121 | | 1,682,782 | 53,747 | 16,053 | \$126,765 | \$36,562 | \$74,774 |
| | LDTs, Vans and SUVs | 40 | | 458,493 | 20,668 | 3,435 | \$47,742 | \$7,872 | \$14,268 |
| | Exempt Vehicles | 9 | 0 | | 9,588 | 369 | \$21,415 | \$828 | \$2,877 |
| CNG | Cars and Station Wagons | 6 | | 54,435 | 1,664 | 49,248 | \$4,049 | \$446 | \$6,533 |
| | LDTs, Vans and SUVs | 2 | | 5,759 | 279 | 0 | \$670 | \$0 | \$339 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 1 | | 9,372 | 314 | 69 | \$735 | \$136 | \$1,116 |
| | LDTs, Vans and SUVs | 7 | | 39,568 | 2,318 | 321 | \$5,553 | \$406 | \$3,138 |
| | Exempt Vehicles | 20 | 1 | | 12,849 | 873 | \$27,173 | \$1,352 | \$17,296 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | | 0 | | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF PUBLIC SAFETY
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 45 | | 853,495 | 31,036 | | \$73,115 | | \$35,327 |
| | LDTs, Vans and SUVs | 45 | | 439,681 | 22,776 | | \$53,691 | | \$21,907 |
| | Exempt Vehicles | 1,261 | 96 | | 1,710,987 | | \$4,116,070 | | \$117,665 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 10 | 25 | | 19,904 | 26 | \$50,037 | \$63 | \$37,762 |
| E85 | Cars and Station Wagons | 33 | | 509,072 | 17,355 | 1,047 | \$41,564 | \$2,472 | \$24,076 |
| | LDTs, Vans and SUVs | 15 | | 185,253 | 9,040 | 17 | \$20,662 | \$34 | \$2,575 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF REVENUE
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 14 | | 271,555 | 11,576 | | \$25,573 | | \$7,605 |
| | Exempt Vehicles | 0 | 2 | | 1,748 | | \$3,912 | | \$500 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 28 | | 454,993 | 16,816 | 1,043 | \$37,156 | \$2,244 | \$17,047 |
| | LDTs, Vans and SUVs | 3 | | 14,198 | 625 | 0 | \$1,381 | \$0 | \$253 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400-414.417.

At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

Additions and omissions from the 2005 report - two agencies made changes to inter-agency reporting methods since submitting agency vehicle information for the 2005 report. The Missouri Department of Transportation reported 357 additional exempt ethanol 85 vehicles, and the Missouri Department of Corrections reported 104 fewer gasoline cars and station wagons.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF SOCIAL SERVICES
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 48 | | 557,688 | 21,629 | | \$51,764 | | \$37,380 |
| | LDTs, Vans and SUVs | 43 | | 412,962 | 22,427 | | \$52,798 | | \$31,415 |
| | Exempt Vehicles | 121 | 119 | | 158,772 | | \$379,607 | | \$159,618 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 52 | | 750,574 | 27,808 | 924 | \$67,067 | \$2,126 | \$37,919 |
| | LDTs, Vans and SUVs | 4 | | 60,602 | 2,651 | 270 | \$6,341 | \$636 | \$1,877 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400-414.417.

At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

Additions and omissions from the 2005 report - two agencies made changes to inter-agency reporting methods since submitting agency vehicle information for the 2005 report. The Missouri Department of Transportation reported 357 additional exempt ethanol 85 vehicles, and the Missouri Department of Corrections reported 104 fewer gasoline cars and station wagons.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**DEPARTMENT OF TRANSPORTATION
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 20 | | 368,017 | 16,386 | | \$27,619 | | \$11,104 |
| | LDTs, Vans and SUVs | 41 | | 545,253 | 36,393 | | \$58,601 | | \$19,089 |
| | Exempt Vehicles | 744 | 465 | | 1,522,610 | | \$3,328,581 | | \$663,658 |
| Hybrid | Cars and Station Wagons | 8 | | 120,855 | 3,453 | | \$6,079 | | \$2,089 |
| | LDTs, Vans and SUVs | 1 | | 10,743 | 544 | | \$973 | | \$27 |
| | Exempt Vehicles | 13 | 0 | | 7,394 | | \$16,108 | | \$2,710 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 2,149 | | 2,359,455 | 1,513,796 | \$5,359,938 | \$3,706,624 | \$3,197,350 |
| E85 | Cars and Station Wagons | 74 | | 1,613,898 | 0 | 53,403 | \$0 | \$91,859 | \$11,239 |
| | LDTs, Vans and SUVs | 25 | | 425,809 | 0 | 28,539 | \$0 | \$56,232 | \$9,163 |
| | Exempt Vehicles | 354 | 3 | | 0 | 132,077 | \$0 | \$280,031 | \$108,293 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 3 | 0 | | 521 | 0 | \$1,140 | \$0 | \$1,916 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

Additions and omissions from the 2005 report - two agencies made changes to inter-agency reporting methods since submitting agency vehicle information for the 2005 report. The Missouri Department of Transportation reported 357 additional exempt ethanol 85 vehicles, and the Missouri Department of Corrections reported 104 fewer gasoline cars and station wagons.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**OFFICE OF ADMINISTRATION
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 11 | | 110,312 | 4,719 | | \$11,045 | | \$6,512 |
| | LDTs, Vans and SUVs | 43 | | 205,650 | 15,409 | | \$35,045 | | \$16,967 |
| | Exempt Vehicles | 1 | 13 | | 5,051 | | \$11,447 | | \$7,035 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 6 | | 21,244 | 0 | \$52,913 | \$0 | \$12,492 |
| E85 | Cars and Station Wagons | 47 | | 661,415 | 20,960 | 6,620 | \$49,009 | \$14,549 | \$44,648 |
| | LDTs, Vans and SUVs | 4 | | 79,027 | 3,129 | 9,673 | \$7,434 | \$858 | \$1,645 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**CENTRAL MISSOURI STATE UNIVERSITY
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 4 | | 17,537 | 975 | | \$2,438 | | \$375 |
| | LDTs, Vans and SUVs | 8 | | 34,256 | 2,281 | | \$5,703 | | \$409 |
| | Exempt Vehicles | 117 | 0 | | 18,675 | | \$46,688 | | \$9,501 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 4 | | 32,457 | 2,958 | 0 | \$7,622 | \$0 | \$4,225 |
| | Exempt Vehicles | 3 | 3 | | 1,150 | 0 | \$2,990 | \$0 | \$1,476 |
| E85 | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**HARRIS-STOWE STATE COLLEGE
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 1 | | 7,200 | 216 | | \$600 | | \$200 |
| | LDTs, Vans and SUVs | 10 | | 72,000 | 2,160 | | \$3,600 | | \$5,000 |
| | Exempt Vehicles | 1 | 0 | | 216 | | \$600 | | \$500 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**LINCOLN UNIVERSITY
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 6 | | 25,345 | 1,330 | | \$2,951 | | \$2,192 |
| | LDTs, Vans and SUVs | 5 | | 61,976 | 6,140 | | \$13,652 | | \$3,199 |
| | Exempt Vehicles | 66 | 4 | | 19,844 | | \$42,824 | | \$11,693 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 1 | | 634 | 0 | \$1,756 | \$0 | \$1,779 |
| E85 | Cars and Station Wagons | 7 | | 54,314 | 2,215 | 0 | \$5,065 | \$0 | \$1,710 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**MISSOURI SOUTHERN STATE COLLEGE
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 9 | | 50,494 | 2,305 | | \$4,611 | | \$0 |
| | LDTs, Vans and SUVs | 1 | | 417 | 91 | | \$181 | | \$0 |
| | Exempt Vehicles | 22 | 0 | | 6,562 | | \$13,125 | | \$0 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 1 | | 6,957 | 819 | 0 | \$1,637 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

Many management functions of the Missouri State Fleet are decentralized. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table were provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400-414.417.

At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

Additions and omissions from the 2005 report - two agencies made changes to inter-agency reporting methods since submitting agency vehicle information for the 2005 report. The Missouri Department of Transportation reported 357 additional exempt ethanol 85 vehicles, and the Missouri Department of Corrections reported 104 fewer gasoline cars and station wagons.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**MISSOURI STATE UNIVERSITY
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 4 | | 26,599 | 899 | | \$1,842 | | \$1,727 |
| | LDTs, Vans and SUVs | 99 | | 951,972 | 35,529 | | \$78,422 | | \$49,419 |
| | Exempt Vehicles | 22 | 0 | | 6,461 | | \$18,269 | | \$6,957 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

Additions and omissions from the 2005 report - two agencies made changes to inter-agency reporting methods since submitting agency vehicle information for the 2005 report. The Missouri Department of Transportation reported 357 additional exempt ethanol 85 vehicles, and the Missouri Department of Corrections reported 104 fewer gasoline cars and station wagons.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**MISSOURI WESTERN STATE COLLEGE
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 22 | 0 | | 13,450 | | \$29,590 | | \$11,850 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 5 | | 4,470 | 0 | \$9,387 | \$0 | \$11,214 |
| E85 | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

Additions and omissions from the 2005 report - two agencies made changes to inter-agency reporting methods since submitting agency vehicle information for the 2005 report. The Missouri Department of Transportation reported 357 additional exempt ethanol 85 vehicles, and the Missouri Department of Corrections reported 104 fewer gasoline cars and station wagons.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**NORTHWEST MISSOURI STATE UNIVERSITY
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 15 | | 256,692 | 7,568 | | \$17,480 | | \$2,190 |
| | LDTs, Vans and SUVs | 13 | | 150,093 | 13,296 | | \$26,974 | | \$3,582 |
| | Exempt Vehicles | 51 | 25 | | 34,812 | | \$68,417 | | \$19,583 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 13 | | 42,340 | 5,467 | \$111,353 | \$13,340 | \$54,777 |
| E85 | Cars and Station Wagons | 14 | | 315,632 | 7,069 | 2,589 | \$15,991 | \$5,129 | \$2,114 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 2 | 0 | | 624 | 400 | \$1,230 | \$790 | \$375 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**SOUTHEAST MISSOURI STATE UNIVERSITY
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 39 | | 374,892 | 21,545 | | \$54,414 | | \$16,028 |
| | LDTs, Vans and SUVs | 107 | | 390,689 | 35,639 | | \$84,011 | | \$84,013 |
| | Exempt Vehicles | 26 | 7 | | 24,803 | | \$66,770 | | \$54,216 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 10 | 1 | | 7,295 | 0 | \$19,539 | \$0 | \$23,631 |
| E85 | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

Estimated values are shown on three summary tables - the Missouri Department of Public Safety table, the Secretary of State table and the overall Missouri State Fleet table. All estimated values were calculated using fuel consumption data from the 2005 report. On the Department of Public Safety table, estimated values are entered under the exempt gasoline vehicle category. Estimated values are also entered under the gasoline vehicle category of cars and station wagons shown on the Secretary of State table.

Additions and omissions from the 2005 report - two agencies made changes to inter-agency reporting methods since submitting agency vehicle information for the 2005 report. The Missouri Department of Transportation reported 357 additional exempt ethanol 85 vehicles, and the Missouri Department of Corrections reported 104 fewer gasoline cars and station wagons.

**SUMMARY TABLE
VEHICLE OPERATIONS**

**TRUMAN STATE UNIVERSITY
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 3 | | 70,083 | 2,396 | | \$5,714 | | \$1,119 |
| | LDTs, Vans and SUVs | 21 | | 211,127 | 8,492 | | \$20,106 | | \$6,409 |
| | Exempt Vehicles | 15 | 6 | | 5,515 | | \$12,985 | | \$7,712 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 3 | | 5,125 | 0 | \$13,408 | \$0 | \$5,281 |
| E85 | Cars and Station Wagons | 3 | | 58,838 | 2,280 | 0 | \$5,498 | \$0 | \$1,391 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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At-the-pump units are cubic feet for CNG; kwh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**UNIVERSITY OF MISSOURI
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 162 | | 1,034,234 | 52,428 | | \$123,199 | | \$63,259 |
| | LDTs, Vans and SUVs | 481 | | 2,758,770 | 182,708 | | \$452,008 | | \$310,819 |
| | Exempt Vehicles | 208 | 280 | | 219,826 | | \$529,052 | | \$389,722 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 13 | | 77,629 | 7,414 | 0 | \$20,669 | \$0 | \$16,311 |
| | Exempt Vehicles | 0 | 78 | | 73,704 | 5,957 | \$179,634 | \$0 | \$119,844 |
| E85 | Cars and Station Wagons | 24 | | 111,059 | 5,760 | 490 | \$14,176 | \$986 | \$10,405 |
| | LDTs, Vans and SUVs | 44 | | 244,775 | 15,160 | 0 | \$43,557 | \$0 | \$23,506 |
| | Exempt Vehicles | 6 | 0 | | 1,487 | 0 | \$3,807 | \$0 | \$1,543 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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**SUMMARY TABLE
VEHICLE OPERATIONS**

**OTHER STATE ORGANIZATIONS
FISCAL YEAR 2006**

| Vehicle Type | Description | Number of Vehicles | | Miles Traveled | Fuel Consumption (at-the-pump units) | | Cost | | |
|--------------|-------------------------|--------------------|------------|----------------|--------------------------------------|------------------|---------------|------------------|-------------|
| | | <= 8500 lbs | > 8500 lbs | | Gas or Diesel | Alternative Fuel | Gas or Diesel | Alternative Fuel | Maintenance |
| Gasoline | Cars and Station Wagons | 4 | | 85,429 | 3,851 | | \$8,946 | | \$4,542 |
| | LDTs, Vans and SUVs | 2 | | 14,892 | 1,329 | | \$3,139 | | \$839 |
| | Exempt Vehicles | 25 | 0 | | 16,602 | | \$39,492 | | \$14,491 |
| Hybrid | Cars and Station Wagons | 0 | | 0 | 0 | | \$0 | | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | | \$0 | | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | | \$0 | | \$0 |
| Diesel | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| E85 | Cars and Station Wagons | 2 | | 2,295 | 77 | 0 | \$208 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 3 | | 26,665 | 1,214 | 0 | \$2,989 | \$0 | \$57 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| CNG | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Propane | Cars and Station Wagons | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |
| | Exempt Vehicles | 0 | 0 | | 0 | 0 | \$0 | \$0 | \$0 |
| Electric | LDTs, Vans and SUVs | 0 | | 0 | 0 | 0 | \$0 | \$0 | \$0 |

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Appendix C

When identified throughout the report, gasoline gallon equivalence (gge) is used as a unit of measure for alternative fuels. As a unit of measure, gasoline gallon equivalence is based on the fuel's energy content rather than the at-the-pump unit of measure normally shown in unit volume. An example of this is the comparison of a gallon of 85 percent ethanol (E-85) to a gallon of gasoline. Since the energy content of E-85 is less than that of gasoline, one gallon of E-85 is equivalent to 0.7130 gallon of gasoline.

**Unit Consumption Conversion Table of Vehicle Motor Fuels,
At-the-Pump Units to Gasoline Gallon Equivalence (GGE)**

| Fuel Type | At-the-Pump Units | BTU/Unit | GGE/Unit |
|-----------------|-------------------|----------|----------|
| Gasoline | Gallon | 115,000 | 1.0000 |
| E-85 | Gallon | 82,000 | 0.7130 |
| Propane | Gallon | 89,000 | 0.7739 |
| CNG | Cubic Feet | 1,000 | 0.0087 |
| Diesel | Gallon | 130,000 | 1.1304 |
| Biodiesel (20) | Gallon | 128,800 | 1.1200 |
| Biodiesel (100) | Gallon | 124,200 | 1.0800 |
| Electric | Kilowatt hour | 3,413 | 0.0297 |

Appendix D

- **Average Fleet Fuel Economy of New Acquisition Passenger Cars**
- **Average Fleet Fuel Economy of New Acquisition Light-Duty Trucks**
- **Percent Alternative Fuel Vehicles of all New Vehicle Acquisitions**
- **Percent Alternative Fuel Usage in Alternative Fuel Vehicles - B20 and Exempt Usage Not Included**

**AVERAGE FLEET FUEL ECONOMY
NEW ACQUISITION PASSENGER CARS****MISSOURI STATE FLEET
FISCAL YEAR 2006**

Shown in RSMo 414.400 - 414.417, "the overall vehicle fuel efficiency for each agency to meet or exceed the fuel efficiency that would be achieved if each vehicle in the agency's fleet met the CAFE standard." The CAFE standard for newly built passenger cars is 27.5 MPG. Throughout the following table, the average vehicle fuel efficiency of all new acquisition passenger cars is shown for each agency. Passenger cars include both cars and station wagons that are eligible to meet vehicle fuel efficiency standards. If an agency is not shown, the agency did not report acquiring any new passenger cars that were eligible to meet state vehicle fuel efficiency requirements throughout the fiscal year.

| | |
|--|------|
| ATTORNEY GENERAL | 36.8 |
| DEPARTMENT OF AGRICULTURE | 36.1 |
| DEPARTMENT OF CONSERVATION | 34.2 |
| DEPARTMENT OF CORRECTIONS | 34.2 |
| DEPARTMENT OF ECONOMIC DEVELOPMENT | 36.4 |
| DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION | 34.2 |
| DEPARTMENT OF MENTAL HEALTH | 33.2 |
| DEPARTMENT OF NATURAL RESOURCES | 34.2 |
| DEPARTMENT OF PUBLIC SAFETY | 36.7 |
| DEPARTMENT OF SOCIAL SERVICES | 36.8 |
| DEPARTMENT OF TRANSPORTATION | 37.5 |
| OFFICE OF ADMINISTRATION | 34.8 |
| LINCOLN UNIVERSITY | 37.5 |
| TRUMAN STATE UNIVERSITY | 34.2 |
| UNIVERSITY OF MISSOURI | 30.2 |
| OTHER STATE ORGANIZATIONS | 34.1 |
| MISSOURI STATE FLEET | 35.2 |

**AVERAGE FLEET FUEL ECONOMY
NEW ACQUISITION LIGHT DUTY TRUCKS**

**MISSOURI STATE FLEET
FISCAL YEAR 2006**

Shown in RSMo 414.400 - 414.417, " the overall vehicle fuel efficiency for each agency to meet or exceed the fuel efficiency that would be achieved if each vehicle in the agency's fleet met the CAFE standard." The CAFE standard for newly built light duty trucks is 20.7 MPG. Throughout the following table, the average vehicle fuel efficiency of all new acquisition light duty trucks is shown for each agency. Light duty trucks include trucks, vans and SUVs that are eligible to meet vehicle fuel efficiency standards. If an agency is not shown, the agency did not report acquiring any new light duty trucks that were eligible to meet state vehicle fuel efficiency requirements throughout the fiscal year.

| | |
|--|------|
| DEPARTMENT OF AGRICULTURE | 33.4 |
| DEPARTMENT OF CONSERVATION | 33.4 |
| DEPARTMENT OF CORRECTIONS | 32.3 |
| DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION | 33.4 |
| DEPARTMENT OF NATURAL RESOURCES | 25.5 |
| DEPARTMENT OF PUBLIC SAFETY | 29.0 |
| DEPARTMENT OF REVENUE | 33.4 |
| DEPARTMENT OF SOCIAL SERVICES | 29.4 |
| DEPARTMENT OF TRANSPORTATION | 21.6 |
| OFFICE OF ADMINISTRATION | 33.4 |
| LINCOLN UNIVERSITY | 26.3 |
| TRUMAN STATE UNIVERSITY | 33.4 |
| UNIVERSITY OF MISSOURI | 27.6 |
| OTHER STATE ORGANIZATIONS | 33.4 |
| MISSOURI STATE FLEET | 27.5 |

**PERCENT ALTERNATIVE FUEL VEHICLES
OF ALL NEW VEHICLE ACQUISITIONS**

**MISSOURI STATE FLEET
STATUTORY PERIOD 2005 - 2006**

Since agencies that operate less than 16 eligible vehicles are not subject to program acquisition requirements described in RSMo 414.400 - 414.417, only agencies that operate greater than 15 eligible vehicles are shown in the following table. Shown in RSMo 414.410, at least 50 percent of an agency's fleet vehicle acquisitions over a two year statutory period shall be vehicles capable of using alternative fuels.

| | |
|--|--------------|
| DEPARTMENT OF AGRICULTURE | 86% |
| DEPARTMENT OF CONSERVATION | 87% |
| DEPARTMENT OF CORRECTIONS | 94% |
| DEPARTMENT OF ECONOMIC DEVELOPMENT | 100% |
| DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION | 100% |
| DEPARTMENT OF HEALTH AND SENIOR SERVICES | No Purchases |
| DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS | No Purchases |
| DEPARTMENT OF MENTAL HEALTH | 75% |
| DEPARTMENT OF NATURAL RESOURCES | 65% |
| DEPARTMENT OF PUBLIC SAFETY | 88% |
| DEPARTMENT OF REVENUE | 67% |
| DEPARTMENT OF SOCIAL SERVICES | 95% |
| DEPARTMENT OF TRANSPORTATION | 98% |
| OFFICE OF ADMINISTRATION | 100% |
| CENTRAL MISSOURI STATE UNIVERSITY | No Purchases |
| LINCOLN UNIVERSITY | 100% |
| MISSOURI STATE UNIVERSITY | 0% |
| NORTHWEST MISSOURI STATE UNIVERSITY | 20% |
| SOUTHEAST MISSOURI STATE UNIVERSITY | 0% |
| TRUMAN STATE UNIVERSITY | 80% |
| UNIVERSITY OF MISSOURI | 34% |
| AGENCIES WITH GREATER THAN 15 VEHICLES | 79% |

**PERCENT ALTERNATIVE FUEL USAGE
IN ALTERNATIVE FUEL VEHICLES - B20 AND
EXEMPT USAGE NOT INCLUDED**

**MISSOURI STATE FLEET
FISCAL YEAR 2006**

Since agencies that operate less than 16 eligible vehicles are not subject to the 30 percent alternative fuel usage requirement described in RSMo 414.400 - 414.417, only agencies that operate greater than 15 eligible vehicles are shown in the following table. The total shown at the end of the table is, however, based on the combined data collected from all AFVs operated by the entire fleet. Alternative fuel usage in exempt vehicles and biodiesel usage are not included in the percentages.

| | |
|--|------|
| DEPARTMENT OF AGRICULTURE | 5% |
| DEPARTMENT OF CONSERVATION | 4% |
| DEPARTMENT OF CORRECTIONS | 13% |
| DEPARTMENT OF ECONOMIC DEVELOPMENT | 9% |
| DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION | 10% |
| DEPARTMENT OF HEALTH AND SENIOR SERVICES | 0% |
| DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS | 40% |
| DEPARTMENT OF MENTAL HEALTH | 4% |
| DEPARTMENT OF NATURAL RESOURCES | 16% |
| DEPARTMENT OF PUBLIC SAFETY | 3% |
| DEPARTMENT OF REVENUE | 4% |
| DEPARTMENT OF SOCIAL SERVICES | 3% |
| DEPARTMENT OF TRANSPORTATION | 100% |
| OFFICE OF ADMINISTRATION | 33% |
| CENTRAL MISSOURI STATE UNIVERSITY | 0% |
| LINCOLN UNIVERSITY | 0% |
| MISSOURI STATE UNIVERSITY | 0% |
| NORTHWEST MISSOURI STATE UNIVERSITY | 21% |
| SOUTHEAST MISSOURI STATE UNIVERSITY | 0% |
| TRUMAN STATE UNIVERSITY | 0% |
| UNIVERSITY OF MISSOURI | 2% |
| MISSOURI STATE FLEET | 18% |